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NEW YORK, SATURDAY, JANUARY 28, 1888,

SNOW-BELEAGUERED TRAINS NEW TORK STATE NOT YET OPEN TO

The Central Tracks Pretty Clear—Erie's Branches Blockaded—Trementous Brits in the Mohawk Valley—Little or No Freight Moved—Missing Milk Trains— The Tracks in Mains, New Bampshire, Vorment, and Western Massachusetts Snewed Under—Two Fatal Cellisions.

The incoming trains on the New York and Hudson River Railroad which were stuck in the snowbanks on Thursday, all the way be-tween Peckskill and Schenectady, got into the Grand Central depot at various hours yesterday morning. The express trains which were due at 7, 7%, and 8:20 o'clock Thursday night, arrived at 1, 7, and 10 A. M. yesterday. The engers on these trains reported a rather lively experience. An express messenger on the train which got in at 10 A. M. told a Sun porter that when the trains stopped in the big drift five miles west of Albany the wheels froze fast to the tracks, and that even when the trains got to going again the flying ice and snow clogged the machiner of the engines so that any but slow pro-gress was impossible. In some cases gress was impossible. In seme cases passengers suffered severely from cold. Most of the trains were blocked at or very near railroad stations, but in some cases they were not. A goodly number of passengers on these latter trains, who got tired of waiting in the trains and started out to find a station or a farm ouse, were obliged to turn back to the trains,

with frozen ears and noses.

The morning trains over the road, due at the Grand Central depot at 6:45, 7, and 7% o'clock, got in nine hours late apiece. All express trains were despatched from the Grand Central depot as near subsdule time as possible. The Chicago "fiver" due at 7:50 last 1 . % came into the depot about midnight. The press due at 8% P. M. was reported three h . . . s late. No. 2, due at 7 o'clock, arrived at 10 P. M. It was said by the officials last night that these delays of through trains were caused by the roads west of Buffalo, as all trains for New York left there several hours late. The Croton local left at 10:55 last night, a half hour behind time. It was held back to make room for the express trains which were belated. The Central road was said at midnight to be practically clear to Buffalo.

On the West Shore road strenuous efforts have been made to keep the tracks clear. The local trains as far north as Kingston are on time, but all the express trains are several hours late. General Superintendent C. W. Bradley left Weehawken at 7 o'clock yesterday morning with a force of 75 freight handlers, all armed with grain shovels. They relieved the workers along the road, and at 6 o'clock last night had one track cleared to Albany.

Three hundred men are kept at work night and day shovelling show, and snow ploughs are hard at work clearing out the cuts. Fifty-seven car loads of live stock, the only freight moving, were completely snowed under at Rotterdam Junction, in the Mohawk valley, yesterday morning. They were dug out after five hours' hard work olearing out the cuts. Fifty-seven car loads of live stock, the only freight moving, were completely snowed under at Rotterdaw morning. They were dug out after five hours' hard work olearing out the cuts. Fifty-seven car loads of live stock, the only freight moving, were completely snowed under at Rotterdaw morning. They were dug out after five hours' hard work leaf the most in the Mohawk valley, resterday morning. They were dug out after five hou The morning trains over the road, due at the

with frozen ears and noses.

was crowded, many passengers having taken this route on account of the complete blookade of the Central.

On the Erie road the Chicago express, due at 10:25 Thursday night, arrived at Po'clock yesterday morning, having been delayed all along the road. Two engises were necessary to drag the four jee-coated cars which made up the train. The St. Louis limited, due at 10:25 yesterday morning, rolled into Jersey City at 3:48 in the afternoon. There were many passengers on board, principally Canadians, who have come down to see the sights of New York. The long delay had made every one hungry, but no other inconveniences were suffered.

The Erie was completely blockaded between Port Jervis and Calliscon, on the Delaware division, but a large force of men was set at work and the road was cleared. Six car loads of Italians were despatched on Thursday night from Jersey City and scattered along the line. It was hard work keeping the road open, as the loose snow drifted badly in the high winds. There has been no such blockade on the Erie since 1857. No attempt has been made to open the branch roads and no trains are running on any of them. The anow lies fifteen feet deep on the Pine Island branch, which runs from Goshen. There has been no attempt on the main lines to run any but passenger trains.

Milk trains on all the roads centring in this city were either many hours late or did not turn up at all. The trains on the Erie road were ten hours late years day, and two milk trains on the Erie road were ten hours late years day, and two milk trains on the Erie road were ten hours late years day, and two milk trains on the tere road were ten hours late years day, and two milk trains on the tere road were ten hours late years day, and two milk trains on the tere road were ten hours late years day, and two milk trains on the tere road were ten hours late years day and two milk trains on the tere road were ten hours late years day and two milk trains on the end of the late of the la western of twenty cars each are said to be showed up near Middletown. A large part of the city's milk comes over the tracks of the west Shore, being received at Kingston from the Wallkill Valley and Ulster and Delaware roads. These roads did not attempt to run roads.

THE IGE IF LONG IBLAND SOUND.

ORTH ISLAND, Jan. 27.—There is no material change in the condition of the ice in the Sound here. The tug George A. Dean, before reported, has passed out, but experienced great difficulty in forcing her way through the masses of ice. The tug Narragansett arrived here from New York to-day with two barges in tow for Providence, and also passed out into open water. The barge tows are waiting here for the wind to moderate. No sailing vessels have attempted to move. The tugs Robert Loukhart and B. A. Packer, from Providence with eight barges, anchored here at nightfail. The three-masted schooner mentioned yesterday is still in the same position as before reported no effort having been made to extricate her. The schooner B. I. Eaton, for Boston, after much trouble, was towed here. An unknown three-masted schooner has been off Throag's Neck for seven hours in tow, unable to proceed. THE ICE IN LONG INLAND SOUND.

THE WORST BLOCKADE IN YEARS.

Trains Stuck in Snowdrifts in New York and New England-Two Fatal Accidents. TROY, Jan. 2. .- The blizzard continues, but it is not so severe as yesterday. It is declared on all sides that the storm is the worst seen in this region in over twenty years. All the high-ways are blocked with huge drifts of snow, and many milkmen did not attempt to reach Troy to-day. The Troy and Lansingburgh Horse Railroad Company is not running cars on its Green Island and North Side branches, and no horse cars are running between West Troy and Albany. Four horses are attached to each of the cars here. The Rensselaer and Saratoga road, between Troy and Albany, is a continu-

ous line of immense drifts, and all trains have

been abandoned, except the local trains running to and from Albany on the east side of A train that left here for Schenectady yesterday is still stalled west of Cohoes. No trains were sent out on the main line of the Delaware and Hudson road to-lay, nor have any arrived since yesterday morning. The Schenectady and Butland and Washington divisions of the Delaware and Hudson are completely closed. The Montreal aleeper, due at 2 o'clock this morning, is snowed in near Fort Edward. Stages running between this city and adjacent towns have stopped. The Fitchburg Hallroad is badly blockaded. Snow ploughs are at work in all directions, and it is believed some trains will be sent out and be able to reach their destination to-night. The stage that left Smith's Beain yesterday afternoon for Hartford had not reached the latter place at 2 P. M. to-day. The Hudson River trains are running, but all are late.

not reached the latter place at 2 P. M. to-day. The Hudson Elver trains are running, but all are late.

Pouorexepsie, Jan. 27.—There was an improvement in the running of trains on the Hudson Hudson

bany, due here at 7:36 inst night, did not arrive until 5 this morning. The first through train south to-day passed here at 2 P. M. The New York and New England train from Hartford is also late. The country roads are blocked with snow, and farmers are digzing their way through with shovels. George W. Davids, a veteran reporter of the Poughkeepsie Eagle, while at the Hudson blockade last night, had his ears and nose badly frostbitten.

HONDOUT, Jan. 27.—A train load of passengers has been fast in the Catskills since yesterday afternoon.

Hondour, Jan. 27.—A train load of passengers has been fast in the Catskills since yesterday afternoon.

Albany, Jan. 27.—The blockade of the railroads are even worse than yesterday. No trains whatever are running on the Delaware and Hudson. There is no freight moving in any direction, An exceptionally beautiful sundeg was visible here this morning.

Byracusz, Jan. 27.—The storm has been increasing in violence for the past forty-eight hours, and to-night seems at its height. The Rome. Watertown and Ogdensburg road, is snowbound, and all trains have been abandoned. The last train to reach this city on that road arrived at noon yesterday. The last train from here left at 6% last evening. That train had forced its way to Central square by morning and struggled through to Richland at 3 this afternoon, taking twenty-one hours to accomplish a journey usually made in an hour and a half. The train on the Auburn road due in this city at 4% P. M. was snow-bound near Seneca Falls and abandoned. Central trains from the East are from two to four hours late, and from the West from one to two hours and a half behind time. The Delaware, Lackawanna and Western trains are running close to schedule time.

ELMIRA, Jan. 27.—All railroads running into

the West from one to two hours late, and from the West from one to two hours and a half behind time. The Delaware, Lackawanna and Western trains are running close to schedule time.

ELMMRA, Jan. 27.—All railroads running into this city have been snowbound. A few miles north of Stanley a snow plough and three engines on the Northern Central were frozen in in a snow bank for about six hours, and up to 4 P. M. to-day there had been no connection with Canandaigua since Thursday morning. The Eimira, Cortland and Northern train, due here at 5 N. P. M. yesterday, lay in a snow bank in Etna last night and arrived here at 1 P. M. to-day. The train left Canastots at noon yesterday, and the passengers had nothing to eat until they arrived here.

ITHACA, Jan. 27.—The wind is blowing a gale here to-night, and the snow is shifting and drifting, almost completely blocking traine on the various railroads in this part of central New York. Special despatches received to-night are to the effect that it is utterly impossible to keep the tracks clear, since the wind drives the snow into "cuts" as fast as they are cleared. A snow plough with nine engines behind it seems of little use, as the fine snow packs so close and firm that it is difficult to dislodge it. The Jennie Yeamans theatrical company, which left Utica yesterday morning, spent all of last night on the cars endeavoring to reach here from Cortland, which they finally succeeded in doing at 8 this morning. The hotels here are full of anow-bound passengers.

Schenegrapy, Jan. 27.—No trains are moving on the New York Central branch between here and Troy. There have been no trains since yesterday on the Delaware and Hudson road between here and Saratoga, nor on the Duanesburg line. The New York Central manages to keep trains moving on the main line, though all are from one to three hours' late. This afternoon the wind seems to be increasing again, and it is getting colder.

Binghamor, Jan. 27.—The line are and hudson road since noon yesterday, and the blockade is conplete. Th

PATAL COLLISION CAUSED BY THE STORM.

Many of the men rushed to the cars of the stalled traßn, but those killed were too late.

FIVE TRAINS STALLED AT PITTSFIELD.

PITTSFIELD, Jan. 27.—Five long passenger trains are snowbound at the depot here awaiting news of the opening of the road west before venturing further. The blockade is the worst since the famous blockade of 1856, when there was no travel in three days. Two feet of snow has fallen, and it is piled into drifts ten to thirty feet high. Engineers say the snow for miles between here and Chester is eight to twelve feet deep on the tracks. The St. Louis express, which left Boston yesterday at 3 P. M., with six sleeping cars, spent the night at Hinsdale, snowed in, with the mercury 10° below zero. It reached Pittsfield at 10 this morning, the one hundred passengers suffering from hunger and cold. The fast mail train which left Boston at 7 last evening, with 150 passengers, spent the night in the Washington cuts, finally reaching Hinsdale, where the passengers were transferred to the St. Louis express. Many women and young children were frostbitten during the transfer. The men went a mile or more to a drug store at 2 A. M., and got food, brandy, and like stimulants to revive the women, who were fainting from exposure. Neveral fadles were prostrated. Conductor Fairbanks's ears and hands were frozen.

Train 49, which left Boston at 9 o'clock last night, spent the night in a cut near Chester, reaching Pittsfield at 10 this morning. The prospects are that no mail or newspapers will reach Pittsfield to-day. Trains from the West are in a similar plight. A big snow plough and three engines are stuck in a twenty-foot drift at Richmond Furnace, ten miles west of here. The fiyer, west bound, due here at 6:30 last evening, went through at 24. M. No train has arrived since. The train leaving Albany at 2:30 this morning got two miles when it stuck in the drifts and is there yet. Freight cars, covering over a mile of track, are blocked near Shaker Village, Much perishable property will be lost. Trains on the H FIVE TRAINS STALLED AT PITTSFIELD.

have left since yesterday noon.

THE BLOCKADE IN THE COAL REGIONS.

READING, Jan. 27.—In Berks, Lebanon.
Schuykilli, and Lehigh counties the public roads have been almost entirely abandoned because of the immense snow drifts, and teams pass over the open fields regardless of fences, which in many places are not visible. The Reading Railroad wrecking crew were called out early this morning to clear the track of a had wreck at Royersford, a heavy freight train having jumped the track thero. On the Lebanon valley listiroad the cuts are filled with snow, and a force of men was sent out this morning to shovel them out. Three freight trains were enowbound on this road all night. The drifts in the Catawissa and Shamokin Valley are very bad. Some cuts are completely filled with snow, and it will take twenty-four hours before the tracks can be cleared. If the breakers in the coal regions were ready to start up this morning it would be impossible to do so, as the short lines leading to the various breakers are completely blocked with snow. Farmers are turning out in bands of 50 and 100 to open country roads.

1. ANCASTER, Jan. 27.—On the Frederick division of the Pennsylvania Railroad travel has almost entirely ceased, and to-day workmen are engaged at Littletown in digging a passenger train out of a snow drift. Between this city and Columbia three freight trains were anow bound this morning, and the fires were drawn from the locomotives. The Reading and Columbia Railroad Company has annulled all freight trains, and is directing its attention to the rains, and is directing its attention to the rains additional power the tra THE BLOCKADE IN THE COAL REGIONS.

Jersey Central Railroad, six miles long, west of Hampton. The trains are now moving. All trains on the Bangor and Portland and the Lehigh and Lackawanna Railroads have been abandoped, owing to the many deep drifts.

PRITERURGH. Jan. 27.—The Pennsylvania Railroad express train due in this city at 8 A. M. was snow bound on the Alleghany Mountains this morning. The first train from the east did not arrive here until about 11 o'clock. An attempt was made to run an extra train from Harrisburg last night to clear the tracks, but the train did not get through. The snow is from one and a half to two feet deep, and at places is drifted to such an extent that the engines cannot push through it. A large force of men was put to work, but the high wind caused the snow to drift again almost as rapidly as it was cleared away.

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VERMONT AND NEW HAMFSHIRS SNOWED UNDER. CONORD, N. H., Jam. 27.—All the railway lines north of Conord are in a much worse condition to-day than yesterday. From this city northward to the White Mountains, the Canadian border, and the upper Connecticut valley there is hardly a train moving in any direction, and many miles of railway track are buried under drifts of, snow from seven to fifteen feet in depth. This morning the mercury fell to about zero, and there is, a brisk wind prevailing in Concord, with a gale in the northern country. This forenoon Superintendent Todd sent up a "gouger" with two locomotives, and taking a car load of coal and another car filled with workmen. Ten miles from this citygen acrossing in Boscawen, the "gouger" imped the track and was biled up in a snow drift. A wrecking train was sent out to clear the track. The Chicago express for the Central Vermont line, that left Boston at 1 P. M. on Thursday, is at Franklin. The Central Vermont carpass for Montreal, that left Boston at 7 P. M. on Thursday, is at Franklin. The Central Vermont carpass for Montreal, that left Boston at 7 P. M. on Thursday, is at Franklin. The Central Vermont carpass for Montreal, that left Boston at 7 P. M. on Thursday, is at Franklin. The Central Vermont carpass for Montreal, that left Boston at 7 P. M. on Thursday, is at Franklin. The Central Vermont carpass, is in this city, and nothing is known as to when it will start northward again.

PLIMOUTE, Jan. 27.—The weather here is the worst known for years. Eighteen inches of snow fell during the past twenty-four hours, and the thermometer is 6 below zero. The wind is blowing a hurricane. Seven trains are blookaded between Warren Summit and Ashland. Some of them are without full or water, and the showing here with the special start of the past of the following the fo

deep enough to cause delay in this vicinity. The Western trains are about on time.

The stream of the stream of the stream of the this morning with greater severity than the stream of sexpected that it will get through. The railroad lines east of here to Bar Harbor, Piscataquis county, and the provinces are heavily
drifted, and trains equipped with extra locomotives and snow ploughs come straggling
through very late. The country roads are fearfully drifted, and it will be a week or more before communication is established between
Bangor and the many towns on the stage lines
centring here. Travel at present in the country is totally suspended, and great disarrangement of business, not to speak of actual suffering, must result. The New York steamer only
got away from Bucksport this forencon, having
been detained three days by the ice in the
river and bay, and by the storm. The weather
along the eastern coast has been terribly cold
for ten days past, and the great blizzard has
added to the hardships of the people. Frenchman's Bay is frozen over nearly the whole
distance from Bar Harbor to Mt. Desert ferry,
on the main land, and at Machias port the harbor is frozen over for three miles.

All through the immbering regions, especially
around Moosehead Lake, the weather rivals in
severity that of the Northwest. At Kineo,
Moosenead Lake, the mercury for a week pact
has ranged from 15° to 20° below zero, while
the snow is from three to five feet deep. It is
impossible for men to work out of doors for any
length of time without freezing their hands
and feet, and much suffering is reported among
the filly sheltered laborers on the Canadian
Pacific Railway. To add to the general discomforts, this city is threatened with a country
produce famine, the stocks on hand being very
low, and nearly all sources of supply out off.
This is only the second snow storm of the season, the ground having been bare up to a week
ago, and the weather more like late autumn
than winter.

PORTLAND, Me., Jan. 27.—The city of Portland
is nearly dug out, but nothing like the storm
has been known here for thirty years or more.
At 8.30 the first attempt was made to move a
train over the main track of the Gr

Boston and Fortland were more than twentyfour hours in making the trip.

ALL NEW ENGLAND SNOWBOUND.

Boston, Jan. 27.—Additional reports from
Maine, Now Hampshire, vermont, and western
Massachusetts show that the blizzard which
has prevailed now for nearly three days is one
of the most terrific that has ever stricken New
England. The course of the storm was marked
by peculiar freaks. Its worst fury seems to
have fallen in the Berkshire Hills, between
Springtield and Albany. Boston suffered no
more than did New York city. It is zero
weather to-night and the wind is high, but
there is no snow to drift and travel between
Boston and New York is uninterrupted on all
lines, except that on the Albany road west of
Springfield all trains have been taken off and
none will be sent out until the tracks have been
cleared. It is simost useless to attempt to
raise the blockade until the wind subsides.
The railroad men say that in some places the
snow lies thirty feet deep over the rails and
that there are miles of track where the depth
varies between eight and tweive feet. The actual fall of snow, however, was not more than
eighteen inches on a level.

Palmer, Mass., Jan. 27.—The 8:35 express
for Boston due here last night was stalled at
Chester, and did not arrive here until 9 this
morning. Two freights and the Modoc' are
also blockaded in the same locality, having
been there since last night, Beveral freight
cars are derailed on the New London Northern
Hailroad. Conductor Warner's train on the
Ware River Hailroad was derailed early this
morning near Gilbertville. A wrecking train
which was deepstached to render assistance is
also off the track. At Waterville is another
blockade. Conductor Francis's train, due hore
at 9:45 A. M., has not yet arrived.

Waternury, Jan. 27.—Travel on the Naugatuck Division of the Consolidated Railroad was
completely blocked last night and until noon
to-day by snowdrifts at Burrville, near Winsted. All the morning up trains were stalled
this side of the blockade, and the mail service
on

WELL DONE, BRAVE FIREMEN LIVES GALLANTLY SAVED OUT OF A

A Wemnn Hauled by a Rope From her Window to the Roof-Eleven Firemen on a Fisor that Went Down-Rescue of a Nurse Girl and Baby-28 Engine Company and Its Short-Measure Boy Butch Covered Themselves with Giory Yesterday.

Patrick McMahon bought, about a year ago, the five-story brown-stone flat on the northeast corner of Tenth avenue and Fiftyseventh street. The frontage on Fifty-seventh street is 60 feet and on the avenue 100 feet. The flat is called The Martha. Next east of it on the street is a flat called The Augusta, owned by Mr. J. Taglia Due. McMahon paid \$50,000 for the Martha. He hadn't it all said for, and, besides getting money for the payment of the balance by renting the apartments, he kept a liquor and grocery store on the first floor of the building.

fore 4 o'clock, while he was away, a fire started in the cellar. The place was packed with boxes and barrels of whiskey and oil and loose packing stuff and straw. The flames spread all over the goods and roared up the elevator shaft, which ran to the fifth story alongside of the store windows, and in less than a minute later from the corner windows of the top story. Not a bit of fire or of smoke came during those few moments from the intermediate floors.

The people from the four lower floors got out by the staircase where they could, and some of them climbed from the second-story windows to the awnings over the store and dropped down that way. In five minutes there was a crowd of people in the street from the sur-rounding houses, and a mob of children from

John J. Price had no sooner jumped from his engine than he heard that there was a woman

nue, just above Fifty-seventh street. Driver John J. Price had no sooner jumped from his engine than he heard that there was a woman shut up by the fire in her rooms on the fifth story. He volunteered to rescue her. He had done such things before.

He ran around to the Fifty-seventh street hailway of the burning Martha fiat. The smoke was pouring out black, thick, stiffing. It only stopped when the fiames took their turn in sticking their hot tongues out from the throats of the doorway and the windows. Frice tried to get up to the woman's rooms by the stairs, and failed. Then he went next door and climbed up to the roof.

Before he sppeared on the roof there came a cry for help, and there at the top corner window on Tenth avenue the speciators saw a woman frantically beckoning for aid. Fiames were splitting from the windows beneath her and from other windows on her own floor. At intervals they were smothered with smoke. Some of the crowd ran for blankets and mattresses and spread them on the sidewalk at the corner. Sometimes the window was hidden by the smoke, and the people didn't know but that the woman would jump.

But before she got her courage up to that point a head stuck out over the cornice on the roof. 65 feet from the sidewalk, and Price's hoarse voice was heard telling the woman to hold on a minute.

Then another form was seen on the roof of the Martha. Every fireman in Twenty-three Company recognized it, and word wont round the crowd that Young "Butch" was up there with Price.

"Butch" is Christian Weiss, just in his 20th year, who has since the day he was 15 years old run with 23. He has a passion for fires, and he knows lots about them, and he wants to be a fireman regularly employed, but he is chunky, and so short that the moguls of the department won't let him in finless he grows to their required height of 5 feet 7 inches. The firemen of No. 23 don't believe that he will ever grow so tall, and so they let him go around with them in a strictly unofficial capacity.

Butch and Price wanted first t

Yesterday afternoon, about five minutes be-

the school in the same block.

Twenty-three Engine was first on hand, and got the hydrant on the west side of Tenth avenue, just above Fifty-seventh street. Driver

wiess grioped the cord strongly. The woman stood out on the window sill. Then she steepped into the air and fainted on the end of the rupe. The crowd gazed upward intent and still. The smoke came thicker and thicker from the windows below, and as Price and Butch hauled the woman slowly up, shut them all out entirely for a moment from the view of those on the street. On the streets below the men control of the control of th

Martha on its Fifty-seventh street end was gutted. The other end of the Martha and the west side of the Augusta were damaged both by fire and water so badly that the renairs will have to be pretty complete. No part of McMahon's stock was saved. Not a family in McMahon's stock was saved. Not a family in McMahon's flat or on the west side of the Augusta got out their furniture complete. There were some sixteen families, or about 100 persons in all who were made homeless. They gathered the remnants of their property and got temporary logings in unoccupied flats across the street. They were without stoves or coal.

The occupants of the Martha were Patrick McMahon, Henry Jetter, M. O'Hara, and Mrs. Barsh Keator. Their loss was total, McMahon's loss on the building will be about \$20,000, He is insured for \$50,000. On stock he loses \$6,000 and is insured for only \$4,000. On furniture he loses \$1,000 with not a cent of insurance. The other occupants lose from \$500 to \$1,000 each.

The occupants of 880 Tenth avenue were

\$6.000 and is insured for only \$4,000. On furniture he loses \$1,000 with not a cent of insurance. The other occupants lose from \$5.00 to \$1,000 each.

The occupants of 880 Tenth avenue were Samuel Weiss, the butcher, and John Smedick, the fish dealer, both on the ground floor, and the families of Thomas Carr. Frederick Martin, Luke Brennan, Morris O'Connor, J. N. Burke, and Jacob Miller. Mr. Miller was burned out less than three months ago. He had just got a new lot of furniture. Those in the Augusta who suffered much loss were the families of Michael Abrahams and W. Riddle. Each was insured for \$1.000.

There is a dispute about the origin of the fire. Some say that employees of the Manhattan Gas Company were repairing pipes in the cellar, and had a lighted candle near the frozen gas pipes. Others say that a boy was drawing oil, and had thrown a lighted match on the floor. On Thursday there had been a fire caused by plumbers.

When the fire was all over, the two fronts of the Martha were sheeted with ice two, three, and four inches thick. The telegraph wires were strung with thick coverings of ice. The Augusta and the three houses next to it on Fifty-seventh street had their hrown stone fronts veneered with ice, and at the windows it was so thick that they could not be raised. Before the flue houses the sidewalks and the middle of the street were hidden with half-frozen water from 8 to 24 inches deep.

TAILORS TALKING BUSINESS.

Three Hundred of Them Meet to Countder the State of Trade.

CINCINNATI, Jan. 27 .- Three hundred boss tailors have inhabited the Burnett House this week. They were delegates and visitors to the second annual meeting of the Merchant Tailors' National Exchange. Less than one-sixth of them were delegates. William D. Milligan, the President, called the Convention to order, and a Chicago tailor, D. G. Lindsay, opened the Convention in an orthodox way with prayer. Mayor Amor Smith welcomed the Convention on behalf of the city. Andrew Patterson of New York, the Secretary, attracted much attention by his stylish clothes, and every man in the body was dressed with scrubulous reference to effect. Nothing like it had ever been seen here before. Everywhere the tailors could be distinguished by their dress. The first matter of great interest was the report of the Committee on Tariff, composed of Messra. Carr of Philadelphia, Jones of Boston, Merwin of New York, and Keen of Washington, Its report favored a thorough overhauling of the tariff on woollen cloths and clothing, and stated that under the present laws agents of foreign houses could come to this country and take orders for ready made clothing to be made in Europe and shipped to America at a price with which the American tailor could not compets. A committee was directed to make an effort to secure legislation to prevent this state of things.

Another matter before the Convention was the establishment of a national college at New York city, at which the profession of cutting and making garments might be taught. The matter was finally referred to the Executive Committee, with instructions to report next year.

The following officers were elected: Presied much attention by his stylish clothes, and

Committee, with instructions to report next year.
The following officers were elected: President, Andrew Patterson of New York: First Yice-President, C. C. F. Eichler of Baltimore: Second Vice-President, L. T. Lindsay of St. Louis: Recording Secretary, D. J. Lindsay of Chicago; Corresponding Secretary, J. S. Burbank of Boston: Treasurer, A. G. Hale of Pittsburgh; Chairman Executive Committee. Wm. J. Mack, Cincinnati.
Among those present were G. W. Powell, B. K. Merwin, J. C. Weiss, J. H. Clements, C. Muller, A. F. Muller, J. D. Thees, A. J. Jacob, and A. Vennie of New York.

ACTRESS MARION MANOLA'S STOCKINGS They Giddily Bedeck the Legs of the Thief who Had on Aunie Meyer's Undervest. CHICAGO, Jan. 27 .- A hollow-eyed young man was commanded to take his stockings off before Lieut, Henshaw in the detective department this evening. His name was Burt Benton, and, according to his own story, he was assistant gas engineer of the Chicago Opera House. According to another man's story, he had been varying the routine of his work by looting the dressing rooms of operatic singers, and Liout, Henshaw had just discovered that he was wearing three pairs of Marion Manola, silk hose, extra length. Benton reached down and reluctantly pulled his trousers up over his knees, and in a bungling sort of a way began removing the stockings. The outer pair were sky blue, the middle pair bright red. and the pair next to his leg had yellow and black stripes. He took them off one at a time and passed them into Henshaw's outstretched hand, when his shoes were restored to him and he hastily jumped into them and announced that he was willing to be locked up, but he was ordered to take off his cont and vest and shirt. He looked defant, but obeyed and stood revealed in a neat-litting embroidered and armless silk undervest, which plainly had never been made for a man. Benton admitted that it was the property of Miss Annie Meyers of the McCaull Company. Then a search of his pockets was made. The first thing brought out was a set of false bangs, it was the property of a chorus girl, Benton said. Then a pair of selssors and a dozen silver hairpins that looked like miniature swords were laid upon the desk. In a vest pocket two tiny watches, one gold and the other silver, were found, while in other pockets there was a handful of gold and silver trinkets.

It is believed that most of the property was stolen from the McCaull Company during their recent six weeks' engagement here. had been varying the routine of his work by

An Engagement Offering that Grew Into a

ATLANTA, Jan. 27 .- An amusing decision has been rendered by the County Court of Webster. Mr. Elijah Carnes was selling out Webster. Mr. Elijah Carnes was selling out for the purpose of moving to Texas, and among his stock was a fine herd of cattle. Mr. Carnes owed considerable to the merchants in Preston, and one of them attached the cattle. It was here that Mrs. Carnes appeared as the claimant of the cattle. She said that while Mr. Carnes was paying court to her he was not able to present her with an engagement ring, and in lieu thoreof he presented her with a yearing helfer. This engagement offering grew and multiplied, and the result is the herd of cattle which is the bone of contention. The Judge awarded the cattle to the lady.

William Walter Phelps on Cleveland. PATERSON, Jan. 27 .- At the anual banquet of the Phelps Guards to-night Congressman William Walter Phelps was uproari gressman William Walter Phelps was uproariously received. In a speech of an hour's length he predicted success for the Republicans in the coming campaign. President Cleveland promised the Mugwumps that he would give them civil service reform, and yet he had made a sweep unparalleled in any Administration. Democratic or Republican, from the foundation of the Government to the present time. The Mugwumps now said that they preferred a faithful Republican to an unfaithful Democrat. The President had conspired against the prosperity of American workingmen, but he would find that to carry out the conspiracy more would be required than the solid South and the city of New York.

Murder Most Foul In California. SANTA ANNA, Cal., Jan. 27 .- C. B. Hitchcock, a and acknowledged the deed of his property to a German named anshiar They returned home, and not being seen thereafter, neighbors grew asspicious of foul play and instituted a search. Their deed bodies were found yesterday a long distance from the house. Hischoock and his wife were side by side in a hole in the ground, which had been covered over with earth and arraw. Hischoock's throat was cut from ear to ear, and his wife head was split open with a hatchet. It seemed evident that Aushiag had murdered them to retain the money is had paid them for the land. A lynching party was at once organized and started for Aushiag, and a partnern amed Autone Dyker, but they were got first by the officers, and, after being hidden over night, were breught afely to jail.

Hope He'll Find It Warmer. There was a ripple of interest in the Custon House rotunds yesterday when it was announced that James Jackson had resizned. Jackson is a Republican and has been an entry eleration for many years. It was gening elseriess and entry eleration for republicans in the returned, and Jackson is going into the refrigerator business.

SHERIFF GRANT CHAIRMAN.

Tammany Organization for 1888-Demand

The Tammany Hall Committee on Organization elected these officers last night: Chairman, Hugh J. Grant; Vice-Presidents, John McQuade, Peter Keler, and Thaddeus Moriarty : Recording Secretary, Thomas F. Gilrov Financial Secretary, Edward H. Hawk, Jr.; Re cording Secretaries, John G. H. Myers, Arthur Phillips, Moritz Herzburg, and John H. Gaughan : Sergeant-at-Arms, Robert Kelly,

Roger A. Pryor made a speech complimenting Chairman Grant upon his dignified and sagaclous conduct as presiding officer and his earnest and energetic support of Tammany Hall, and on behalf of the Executive Commit-tee presented the Chairman with a handsome ivery gavel.

These names were proposed for members of the Executive Committee:

Dit.

1. Patrick Gavin Duffy.
2. Patrick Diver.
3. James J. Slevin.
4. Edward T. Fitspatrick.
5. Michael Korton.
6. Edward F. Reilly.
7. Bernard F. Martin.
8. George Hall.
10. James J. Flack.
11. John J. Scannell.
12. Daniel Hanley.
13. James Barker.
14. John H. J. Ronner.
15. James Barker.
16. James Barker.
17. James J. Martin.
18. James J. Martin.
19. John McQuade.
19. John H. J. Ronner.
19. James Barker.
19. James J. John H. J. Ronner.
19. James Barker.

James Fitzpatrick, Tammany leader in the Ninth Assembly district, offered the resigna-tion of ex-Senator Thomas C. Dunham from the General Committee of the district. Tho meeting unanimously accepted it: Mr. Croker offered this resolution:

That a committee of five be appointed by the Chair for the purpose of immediately proposing a bill and sub-mitting the same to the Legislature to suppress and pre-vent combination in trade, called "trusts."

rent combination in trade, called "trusts"

The resolution was adopted, and the Chairman named as the committee Roger A. Pryor, W. Wilson Cook, Robert E. Doyo, Thomas C. L. Crain, and George H. Forster.

A handsome gold watch has been presented to Robert Kelly, the janitor of Tammany Hall, in recognition of his services.

Ex-Senator Dunham was elected Chairman of the County Democracy Committee of the Seventh Assembly district last night, and the Caperticket of delegates to the County Executive Committee was chosen.

PAUL KRAUSE CAPTURED.

The Witness Against Greenwell who Es-

caped from Raymond Street Jail, Police Superintendent Campbell of Brooklyn received a despatch yesterday from Marshal Jacob Frey of Baltimore, informing him that Paul Krause, who made such a clever escape from Raymond street jail in that city on Christmas night, had been arrested in that city. Krause arrived in Baltimore, it had been learned, soon after his escape, and lived there under an assumed name in a cheap boarding house. He was arrested on Thursday on sus picion of committing several small robberies

picion of committing several small robberies, and yesterday he admitted that he was the fugitive from Baymond street jail.

Krause was one of the important witnesses on the trial of John Greenwell, the convicted murderer of Lymn S. Weeks, and was to have remained in the custody of the Brooklyn authorities until the appeal of Greenwell was disposed of and the trial of Butch Miller, Greenwell's alleged companion in the murder, was finished. Krause was the leader of the gang of thieves to which Greenwell belonged, and was arrested with the latter by Inspector Byrnes's men a few weeks after the Weeks murder for participation in a burglary in Jersey City.

What disposition will now be made of Krause is uncertain. If, as District Attorney Ridgway expects, the Court of Appeals decides against giving Greenwell a new trial, it is probable that no effort will be made to bring him back to Brooklyn, as whatever testimony he can give against Miller is not of special importance. It is also said that the Jersey authorities are not particularly anxious to secure him, so that he may be allowed te gemain in the custody of the Baltimore authorities.

Mr. Heeg's Remarkable Story of an Ant-George Heeg, a milkman, residing at East Williamsburgh, in Newtown, Long Island, is an inmate of St. Catharine's Hospital, waiting to have one of his arms and a leg amputated

RESCUED BY HIS DOG.

in order to save his life. During the intensels cold weather last Tuesday night he started to walk from Williamsburgh to his home, about three miles. When about a mile from his residence, and while crossing an open field, he was seized with an epileptic fit. When he recovered consciousness he found his dog, he says, lick-ing his face and hands and howling dismally.

consciousness he found his dog, he says, licking his face and hands and howling dismally.

Mr. Heeg was finally able to sit up, but could not get on his feet, as one leg and an arm had become useless. He says he took his hat and held it out in front of the excited dog. The intelligent creature understood the motive, and, seizing the hat, started at full speed for Mr. Heeg's house.

Reaching the front door, he began barking so violently that he aroused one of the workmen employed on the place, and the presence of Mr. Heeg's hat in the dog's mouth made him understand that assistance was needed. The man followed the dog over the lee for a mile about 3 o'clock in the morning to where Mr. Heeg was found badly frozon and unable to move. He got assistance, and carried him to his home. Physicians said it would be impossible to save the man's life unless the frozen limbs were amputated, and so he was removed to the hospital.

Davis Beats Reeves.

The sixth game of the bookmakers' bliliard tournament took place last night between Capt. Jack Reeves and Charles Davis at the Capt. Jack Reeves and Charles Davis at the Columbia Billiard Rooms. Twenty-second street and Broadway. Reeves was to score 170 to Davis's 150, and the betting started at \$500 to \$100 in favor of Reeves. Reeves was in bad luck, and the betting changed to \$45 on Reeves against \$100 on Davis. Davis won the game, Reeves making 150 points.

One Man Killed and Two Injured.

An accident occurred yesterday on the Dela-ware, Lackawanna and Western Railroad trestle near wharf 8 at the foot of East Sixteenth street, Jersey City, wharf 8 at the foot of East Sixteenth street. Jersey City, causing the Instant death of Daniel Sullivan a coal heaver of 180 Thirteenth street, and seriously injuring Edward Marble and Daniel Cubberly. At the point where the accident happened the tracks are inclined, and trains are switched off a short distance below, to award the railroad yard. While the three men were a work a coal dumny was being side tracked down the treath on the track leading to the line of cars in front of retails on the large were. They failed to see the approaching dumny, and it struck them.

SPARKS FROM THE TELEGRAPH.

The Pope will to morrow receive the American pil-grims to Rome, who will be presented by the Archbishop of Philadelphia.

It is officially amounced that Admiral Hotham suc-ceeds Lord Charles Bereaford as a Junior Lord of the British Admiralty. A decree has been issued by the Peruvian Government calling for tenders for the introduction of telephonic communication. The exclusive privilege of operating the lines for fifteen years will be given.

Moody Morrill, an eccentric character, was found on Thursday in a bouse in Amesbury, Mass. where he had lived for years alone. He had had neither food, drink nor fire for fourteen days. He may recover. Dennis Mulbearn, who fatally shot Mary Maguire in the house of Frederick L. Ames in Seston, was yesterday acquitted of the charge of murder on the ground that the sheeting was accidental, and he was discharged.

duty as woolien clocks.

The reports recently published about the insecurity of life and property in Havana are said to have been greatly exaggerated. The authors of them are allered by the people of clubs to be revolutionist at Key West who are ensemise of the Captain-teneral.

George Downing, a well-known Albany lawyer, has been indicted for drafting fraudulent papers to enable Mrs. Mary & Cross to continue to draw a nemion as the widow of issae Van Aleine after she had again been married. Downing pleaded not guilty, and was bailed in \$1.000 for trial.

The Eastern surress on the Paparaylwanis Railroad was

The Eastern express on the Pennsylvania Railroad was thrown from the track by a broken frog near Mount Joy essteday morning. The engine and six cars left the track. Great excitement prevailed among the passengers but nobody was injured. Travel was blockaded for over five hours. Affect our boody was injured. Travel was blockeded for over five hours.

Affect Osgoodby, indicted for using the United States mails in Syracuse for swinding purposes under the style of "The Curits Ingone Company," was convicted in the United States District Court in Albany extered in the United States District Court in Albany extered in ment in the Eimirs Reformatory and to pay a fine of \$25.

At Gainesville, Texas "Dread," alias James McKnight, who murdered Duke Commings on the latter's ranch near Furcell, I. T., Thursday night because he feared Cummings would inform on him for a crime committed some time ago, was pursued by a posse. Being hard pressed, McKnight shot and killed two of the posse before he was brought down and killed.

Albert !! Eddy of Sorth Adams was yesterday found

PRICE TWO CENTS. SPOILING FOR A FIGHT.

SULLIVAN FAIRLY BEGS FOR A GO WITH JEM SMITH.

Offering One Thousand Dollars for a Chance to Hit Him Onco-A Taunting Letter to Smith's Manager-To Come Home in April.

Copyright, 1888, by Tun Sen Printing and Publishing LONDON, Jan. 27 .- John L. Sullivan feels ore. All the efforts he has made to get on a

match with Jem Smith have failed, not because of Smith's unwillingness to fight, but because his manager. Fleming, who aspires to be a dude about town, is afraid that his man will be beaten. Sullivan has offered all sorts of enticing terms, has expressed his readiness to lodge ing terms, has expressed his renamess to longe £200 to fight Smith a fortnight after the Mitch-ell fight, and as Fleming objects to Smith meet-ing a beaten man John offered to forfeit the £200 if Mitchell succeeds in beating him, but even this failed to move Fleming in his resolve not to make any match until after the Mitchell-Sullivan fight. Fleming, it may be stated receives a lucrative salary as Smith's manager, and of course if Smith were beaten the show exhibitions might become a source of loss in-stead of profit, and then what becomes of dude

Fleming's salary? However, John has to-night made one more effort, and has addressed the following letter to the Sportsman, the most influential sporting paper on this side of the Atlantic:

" WINDSOR, Jan. 27, 1888, "To the Editor of the Sportsman . "The flimsy and evasive reply which Flem-ing has made to my last offer to Jem Smith

appears to be the most ridiculous one ever published, and must necessarily lessen interest and the favor heretofore bestowed upon smith and his manager. It may be well for me to analyze the records of both Smith and Kil-rain, and then let the public judge as to whether or no I have acted in good faith and spoken anything but the truth. Fleming declares that Kilrain is champion of America. Did he ever fight for that title? No. I knew him to be ommon, every-day scrapper and instructor of boxing in limited rounds, soft-glove bouts. He has fought draws with Jem Goode, then past his prime, twice, and with Jack Burke, Mike Cleary, George Fryer, Frank Hearld, and Charles Mitchell; and with small gloves he disposed of Joe Lennon, who had previously been beaten by a novice. As for myself, I made Kilrain run off the stage in two rounds. Kilrain challenged me, but it was when I had a broken arm. Smith has beaten several men, it is true, but he failed to finish Aif Greenfield, who was past his days of usefulness years before that time. I won the American championship in the ring with bare knuckles, and, being unable to procure customers, I was forced to assume the rôle of a boxer instead of a fighter, disposing of all comers in a limited number of rounds, or agreeing to forfeit the gate receipts providing I was unsuccessful.
I'm recognized in America as the champion of that country by all good judges and the general public. I have come here to meet England's best man, but to all appearances I shall be disappointed. Fleming has used all manner of excuses, and, being closely cornered, he now claims it to be too close on the late Rouen arce. Smith has my sympathy, and I'm sure it would grieve me to force him into any hard The general public know that it requires but

little preparation for a glove bout of a few rounds. Therefore I desire to advance one more proposition which, if not accepted, will certainly demonstrate to everybody that Fleming proposes to keep his star performer from possible chance of whipping. I hereby agree b defeat Jem Smith in six rounds, with small gloves, according to Marquis of Queensbury rules, before a limited number of spectators, near Lon-don, in March, and should I fall to accomplish the task I'll forfeit to Smith £200. I wish the public to know that providing Smith is beaten he loses nothing, while in the event of his success I loose £200. It is nothing more or less than an offer where I lay myself liable to lose £200, and at best come out even. Providing such a proposal falls to meet with Smith's approval then I'll meet him in where such an affair will be permitted, to go through and knock him out of time inside of six rounds or forfeit all receipts. Under no conditions, however, can the contest be a draw. I must either win or lose. Any of the Kilrain. Can any man living make more sacrifices or concessions than I have? Surely Smith must come to the front or wilt like a wet rag. I have no objection to Fleming blowing loud his trumpet or continuing his hurdy-gurdy business. I shall adhere to my first declaration of returning home the first week in April, and in the event of my being unable to ffect a meeting with Smith before my departure from England, I shall then proclaim to the world, without stint, that Fleming was afraid world, without stint, that Fleming was afraid to have Smith meet me. I'll not bother much with Kilrain at present, because I know I'll have my trouble for nothing. When we are both in America, however, I'll set my tracks for the alleged champion and force him into a fight, regardless of what his desires or intensions may be. In America it is customary to put up the money first and talk afterward. My gold is up, but although Fleming has indulged in a great deal of chin music, he has thus far falled to cover my money in your office.

Yours truly, JOHN L. SULLIVAN, Signal Office Prediction.

Slightly colder, fair weather, brisk to high JOTTINGS ABOUT TOWN.

The South Ferry Railway Company is to be sold out to atisfy its \$160,000 mortgage. A national anti-saloon Republican conference will be held in this city on April 15 and 19. To-night's lecture in the Cooper Union free course will be given by T. Munson Coan, M. D., of New York, on "Health Precautions."

"Mealth Frecautions."
George Schwab of 28 licecker street was sentenced to
two years in State prison by Recorder Smyth yesterday for practising medicine without a license.
The Philos Commissioners have ordered one slectric
light to be erected in the yard of the House of Detention.
It will be useful in liminisating escaping prisoners. Joseph F. Sharkey, ex-dockmaster, asked Judge Andrews yesterday for a writ of certiorari for a review of his summary dismissal by the Dock Commissioners last July.

drews yesterday for a writ of certiorari for a review of his summary dismissal by the Dock Commissioners last July.

Next Monday avening Daniel Dougherty will lecture for the Young Men's Roman Catholie Benevolent Association in Cooper Union. His subject will be "The Biage."

Plumbers thawing out frozen water pipes yesterday morning in the fifth story of Demercet & Little's building. I west Fourteenth street, set fire to the house, and did \$1,000 damage.

Midwife Ann Julia Lerite of 254 Stanton street was apprested last evening for malpractice on Mrs. Priscilla Marcuse of 185 Delancey street, the mother of eight ohildren. Mrs. Marcuse is very ill.

Only members of the Clearmakers' international Union who will strive to abolish the internal revenue law on tobacco and cigars are invited to meet on Sunday afternoon next, at 85 Avenue D.

Redwin Booth, the tragedian, has begun proceedings in foreclosure of three met cages amounting to \$12,100.17 each, given him by Omert Cages amounting to \$12,100.17 each, given him by Omert Cages amounting to \$12,100.17 each, given him by Omert Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$12,100.17 each, given him by Gwart Cages amounting to \$1

At Gaineaville, Texaa "Dread." alias James McKnight, who murdered Duke Commings on the latter's ranch near minings could be a sense of the formation of the Nineteanth precinct, received that his name be depicted by the Commings on the latter's ranch near minings could be a sense of the formation of the posse being hard that his name be depicted to the Sergeant's kind complementary letter in regard to the Sergeant's kind treatment of the same that he had not form to was brought down and killed.

Albert II. Eddy of North Adams was vesterday found guilty in the "Deprior Court in Pittsfield of Incest and guilty in the "Deprior Court in Pittsfield of Incest and State of the Sergeant's Sergeant and others own the prison with one of the posse being maken the state prison with one of the sergeant and others own the prison with one of the sergeant the state prison with one of the sergeant to employ courses, son and many lawyers who hear the extense questers for the Eddy in and Liberty stress owned by Sixon Samuel.